

What is claimed:

1. A brazing sheet comprising an aluminum 3xxx series core alloy wherein at least one side thereof is provided with an aluminum clad material comprising from 0.7-2.0% Mn and 0.7-3.0% Zn, wherein said clad is capable of being used as the inner-liner of a heat exchanger tube product.

2. A brazing sheet of claim 1, wherein another side of said core is provided with an aluminum alloy comprising at least 5.5 % Si.

3. A brazing sheet comprising a clad brazing alloy, a 3xxx series core alloy and a clad inner-liner alloy, wherein said brazing sheet has the following composition:

Clad Alloy (4xxx series aluminum)    Core (3xxx series Al alloy)    Clad Alloy (Inner-liner)

Si	6.0 – 13%	0.6 max	0.40 max
Fe	0.30 max	0.7 max	0.7 max
Cu	0.10 max	0.1 - 0.7	0.05 – 0.4
Mn	0.10 max	0.8 – 1.7	0.7 – 1.5
Mg	1.8% max	0.15 max	0.05 max
Zn	0.10 max	0.10 max	1.3 – 1.5
Ti	0.05 max	0.10 max	0.05 max
Al	balance	balance	balance

wherein the percentages expressed in said composition are by weight based on the weight of said brazing sheet.

4. A brazing sheet comprising a clad fin stock alloy, a core alloy and a clad inner-liner alloy, wherein said brazing sheet has the following composition:

Clad Alloy (4xxx series aluminum)    Core (3xxx series Al alloy)    Clad Alloy (Inner-liner)

Si	6.0 – 13%	0.6 max	0.40 max
Fe	0.30 max	0.7 max	0.7 max
Cu	0.10 max	0.1 - 0.7	0.05 – 0.4
Mn	0.10 max	0.8 – 1.7	0.7 – 1.5
Mg	1.8% max	0.15 -0.60	0.05 max
Zn	0.10 max	0.10 max	1.3 – 1.5
Ti	0.05 max	0.10 max	0.05 max
Al	balance	balance	balance

wherein the percentages expressed in said composition are by weight based on the weight of said brazing sheet.

5. A heat exchanger tube prepared from a brazing sheet according to claim 1.
6. Braze tube stock prepared from a sheet according to claim 1.
7. A method for reducing corrosion and /or erosion associated with fluid velocity in the interior of heat exchanger tubes comprising: providing a brazing sheet material that includes an inner clad layer including from 0.7 – 3.0% Zn and from 0.7-2.0 % Mn and forming a heat exchanger tube wherein said inner clad is present on the interior of said heat exchanger tube.
8. A method according to claim 7, wherein said method imparts a reduction in the erosion/corrosion from between 10% to 60% compared to AA7072 as measured by maximum pit depth in microns for fluid velocity rates from 0.9 m/second – 3.0 m/second.

9. A method according to claim 7, wherein said method imparts a reduction from between 10% to 60% of the erosion/corrosion compared to AA7072 as measured by average pit depth in microns for fluid velocity rates up to 5.0 m/second.

10. A method according to claim 7, wherein said method imparts a reduction from between 10% to 60% of the erosion/corrosion compared to AA7072 as measured by maximum pit depth in microns for fluid velocity rates up to 5 m/second.

11. A method according to claim 7, wherein said brazing sheet material includes an outer clad layer comprising at least 5.5% Si.

12. A heat exchanger prepared according to the method of claim 7.

13. A heat exchanger prepared using a brazing sheet according to claim 1.

14. A brazing sheet according to claim 1 that has a thickness of 0.007" - 0.015".

15. A heat exchanger according to claim 12, formed from a brazing sheet having a size of 0.007" - 0.015".

16. A brazing sheet comprising an aluminum 3xxx series core alloy wherein at least one side thereof is provided with an aluminum clad material comprising greater than 1.0% Mn and wherein said clad is capable of being used as the inner-liner of a heat exchanger tube product.

17. Braze tube stock as claimed in claim 6, that shows substantially no difference in maximum and/or average pit depth after being exposed to fluid velocities from 0.94 m/second – 2.36 m/second for 250 hours.

18. Brazed tube stock according to claim 6, wherein said tube stock will have a maximum pit depth of up to 40 microns when exposed to a fluid at a velocity of 2.36 m/second for 250 hours.